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R. S. CHEW  
CONSULTING ENGINEER  
844 A MILLS BUILDING  
SAN FRANCISCO

GARFIELD 0733

April 1,  
1942.

P R O P O S E D

F U T U R E

S A N F R A N C I S C O I N T E R U R B A N

Copies to:

E. G. Cahill, Mgr. of Utilities.  
S. F. Chamber of Commerce,  
Down Town Association,  
Civic League of Improvement Clubs & Ass'ns,  
Market Street Association,  
S. F. Real Estate Board,  
Retailers Ass'n of California,  
Commonwealth Club.





PROPOSED  
SAN-FRANCISCO INTERURBAN  
BY

R. S. CHEW, ENGINEER					
844 <sup>A</sup> MILLS BLDG. S.F.					
MADE	R.S.C	DATE	March 27, 1942	SERIES	SHEET
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R. S. CHEW  
CONSULTING ENGINEER  
844 A MILLS BUILDING  
SAN FRANCISCO  

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GARFIELD 0733

In 1926 the writer made an intensive study of the transportation problem of San Francisco as regards the inter-urban and commuting public.

The report and plan submitted and known as the Telegraph-Hill Goat Island Bridge, was predicated on the thesis that mass transportation and rapid transit were the major requirements and that in order to achieve them the key point for Bridgehead entrance and car storage, was at Telegraph Hill, connecting with a subway running down Grant Avenue to Columbus Avenue, thence to Kearny, thence to Market and out Market through Twin Peaks Tunnel - as the eventual solution.

This Bridge location was rejected.

The following is an alternate plan that makes a mass transportation and rapid transit connection between the present BAY BRIDGE and TWIN PEAKS TUNNEL, as a route that embraces the features of the original plan.

This plan contemplates two stages of construction that will be identified as A and B.

A: A three-track elevated system connecting with the present Bay Bridge tracks at Howard Street, thence by way of Battery Street to Telegraph Hill, on which a car storage yard will be built covering an area sufficient to store the



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number of cars required during peak hour to carry East Bay, Peninsula, and a portion of San Francisco suburban passengers.

The main Terminal to be located on Battery Street between Pine and Clay, or between such streets as will be found advantageous.

B: At such time that necessity requires a Two-track subway connecting with elevated on storage yard will be built. The subway being routed as follows:

From connection down Grant Avenue to Columbus, thence to Kearny Street, thence to Market Street, thence out Market Street through Twin Peaks Tunnel, thence by approved route down the Peninsula.

The subway stations are indicated as at California, Sutter, Powell and at such intersections as may be determined on, The advantages to San Francisco of the complete plan may be enumerated as folloes:

- 1: The stations are ample in number, acessible and convenient to the commuting public.
- 2: The travel during peak hours will be able to flow directly to objective without congestion.
- 3: The K. N. L. J. car passengers will be carried in subway.
- 4: The elimination of surface car tracks for K. N. L. J. cars will mean that beyond Kearny - Market Street will have



two street car tracks in place of four.

5: As subway system connects with elevated - it will be possible for East Bay traffic to travel directly to up-town San Francisco without transfer.

6: The property values in financial and shopping centers will be stabilized.

The financial district can develop to north and east.

7: Market Street beyond Third, can develop as a boulevard - with increased property values.

8: City will have Rapid Transit.

It is sound to assume that the construction of this project will make San Francisco the financial shopping and theatre center of a large metropolitan area, added - to which the city can develop and support a large population without saturating congestion.

And finally it is found, that despite the late tendency toward individual automobile or bus travel, that it is an established fact that mass transportation is cheap - avoids confusion - lessens accidents - is rapid - allows metropolitan growth and stabilizes suburban communities.

We take pleasure in submitting the idea for your consideration in respect to the future of SAN FRANCISCO.













